



ILA Vows to End Shipping to Cuba

By VIRGINIA HEWETT

One of the most dramatic chapters of the cold war is opening. The International Longshoremen's Association means to boycott in U. S. ports the ships of any line that serves Castro's Cuba.

"Does this include British ships?" I asked an ILA official today. The British are refusing to join the world shipping ban on Castro.

"It sure does," was the answer. "Watch and you'll see—we're just waiting for one British ship to touch a Cuban port."

"May I quote you?"

"You sure can," said Theodore (Teddy) Gleason, Executive Vice President of the ILA (AFL-CIO).

FURS TO RUSSIA

The ILA over a week ago started refusing to handle Russian goods on New York docks. On Oct. 8, ILA longshoremen declined to load into the Cunard Line's "Queen Elizabeth" a consignment of furs to Russia. The consignment appeared on the docks for loading onto the Cunard "Queen Mary" on Oct. 17, and again the American workmen would not touch it.

Russian caviar and glass brought to New York by the Finnish "Finnpulp" on Friday, Oct. 12, remained unloaded.

Meanwhile, another Free World government has joined the U. S., Italy, and West Germany in placing official restrictions on trade with Cuba. Liberia, under whose flag are registered nearly five hundred ships owned by many nationalities, on Oct. 17 ruled that Liberian ships could go into Cuban ports only with special written permission from their maritime authorities.

The movement to boycott Cuban shipping that began with U. S. and Italian maritime unions has now spread to most of the maritime powers of the Free World. Norwegian, Greek, Swedish and Japanese unions have joined it, according to New York maritime circles.

A STEP

The ILA has examined the measures which the U. S. government will enforce against Cuban shipping and found them "a step in the right direction, but wanting in strength."

While the government's proposals may "slightly curb trade with Red Cuba," the ILA says they themselves "intend to eliminate it."

Their action will fall most heavily on the British trade. A U. S. Maritime Commission study reveals that Free World ships have been carrying two-thirds of the goods Russia has been sending Castro. Greece, the United Kingdom, West Germany and Norway, in that order, were the largest suppliers of cargo space.

Britain is the only country of these four where both the government and labor as yet have held back from joining the ban.

Now that Liberia has come in, the British with nearly nine hundred dry bulk carriers and tankers and Panamas, with around two hundred, are the two pools of anti-communist maritime and dockers' unions are eyeing.